

SECRET

1	CD	9
2	"	10
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4	"	12
5	MD	13
6	"	14
7	PB	15
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IN 70624

OSA 1-20 PM

TO

INFO

25X1A

CITE

SECRET 031948Z CITE [] 5398

25X1A

[] INFO [] 25X1A

IDEALIST

25X1A

FOR []

SUBJECT: CONTRACT SP-1928, CONVERSION OF TWO ADDITIONAL ARTICLES

25X1A

REF: [] 0992

SUBJECT CONTRACT PRESENTLY COVERS CONVERSION OF SEVEN (7) ARTICLES PLUS FOUR (4) SETS OF CONVERSION PARTS. A REQUIREMENT NOW EXISTS FOR CONVERTING THE REMAINING TWO (2) AIRCRAFT ASSIGNED TO DAVIS-MONTHAN. REQUEST [] BE REQUESTED TO SUBMIT A REVISED PROPOSAL TO ACCOMPLISH SAME. FOR THE PRESENT, AN ADDITIONAL OBLIGATION NOT TO EXCEED [] IS AUTHORIZED FOR THIS WORK BASED ON PREVIOUS [] BUDGET ESTIMATES OF [] PER ARTICLE.

25X1A

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SECRET 032040Z AUG 66

SECRET

GROUP 1
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S E C R E T

25X1A

2591 8 (IN 79816)

PAGE 2

RETROFITTING ALL THE ENGINES TO PREVENT AN INTERCHANGEABILITY PROBLEM.
REQUEST ADVICE ON THIS MATTER.

WE ARE STILL ANALYZING THE CHANGE BUT WE ESTIMATE RETROFIT PARTS
PER ENGINE COST TO BE APPROXIMATELY LEAD TIME WILL BE 25X1
APPROXIMATELY 8 TO 12 MONTHS.

IT IS THEREFORE IMPERATIVE WE HAVE AN IMMEDIATE DECISION ON:

- (1) CONCURRENCE WITH THIS CHANGE REQUEST.
- (2) ADVICE ON INTERCHANGEABILITY.
- (3) EXTENT OF RETROFIT.

S E C R E T TOR: 212005Z SEP 66

S E C R E T

DATE

S E C R E T

ROUTING

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25X1A

IN 79816

TO

S E C R E T 211925Z CITE 2591

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25X1A

25X1A

IDEALIST

REF: 1287

REFERENCED MESSAGE IS A REQUEST FOR REVISION TO THE J75-P13B ENGINE GEARBOX DRIVE RATIOS.

THE LEAD TIME REQUIRED TO INTRODUCE THIS CHANGE INTO THE NEW PRODUCTION J75-P13B ENGINES ON CONTRACT IS SUCH THAT ONLY A VERY FEW OF THE LAST ENGINES ON CONTRACT WILL INCORPORATE THIS CHANGE IN PRODUCTION. THIS WILL MEAN A RETROFIT PROGRAM WILL BE REQUIRED FOR THE ENGINES THAT WILL NOT GET THE CHANGE IN PRODUCTION. UPON RECEIPT OF YOUR CONCURRENCE WITH THIS CHANGE REQUEST, WE WILL INITIATE ENGINEERING CHANGE TO THE BILL OF MATERIAL FOR THE J75-P13B BUT IT WILL REQUIRE 30 TO 60 DAYS BEFORE THE EXACT POINT OF INCORPORATION CAN BE DETERMINED IN THE MEANTIME IN ORDER TO MEET THE FIRST FLIGHT DATE FOR THE "R" VERSION, AN IMMEDIATE SPARES ORDER FOR RETROFIT WILL BE REQUIRED. WE REQUIRE IMMEDIATE ADVISE ON THE QUANTITY OF ENGINES TO BE RETROFITTED.

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THERE HAS BEEN DISCUSSION WITH ON THE POSSIBILITY OF

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SP-1925
[Signature]

IN 70672

OSA 1-20 HM ✓

TO 25X1A

INFO

CITE

SECRET 031945Z CITE [] 3306 25X1A

[] INFO [] 25X1A

IDEALIST LOGS

1. THE DIRECTOR, NRO, DIRECTS THAT ACTION BE TAKEN TO EFFECT THE FOLLOWING:

A. DELIVERY OF THE NEXT MODIFIED U-2 FROM [] TO THE AGENCY.

25X1A

B. ENTRY INTO THE MOD LINE AT [] OF ONE AFSC U-2. THIS IS TO BE THE NEXT AIRCRAFT TO ENTER THE MOD LINE.

25X1A

COORDINATE SELECTION OF AIRCRAFT WITH AFSC AND RESCHEDULE OTHER AIRCRAFT ACCORDINGLY.

25X1A 2. REQUEST [] ACCOMPLISH THE ABOVE AND ADVISE.

SECRET TOR: 032149Z AUG 66

SECRET

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FORM 104
5-63 USE PREVIOUS
EDITIONS

CLASSIFIED MESSAGE

S E C R E T

OSIA 20 MFG. 1-65 D

ROUTING

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TO :

FROM :

ACTION:

INFO :

IN 67027

SP-1928
TJP

TO:

INFO

CITE

SECRET 152125Z CITE 3079 25X1A

25X1A

IDEALIST LOGS MAINT

IN THE PROCESS OF INCORPORATING WING MODIFICATIONS TO ACCOMPLISH CONVERSION OF ARTICLE 373 TO A J75 CONFIGURATION, MILD CORROSION WAS DISCOVERED BETWEEN FAYING SURFACES OF THE WING SKIN PANELS AND THEIR SPLICE DOUBLERS. WE ARE CURRENTLY EXPLORING THE USE OF X-RAY EQUIPMENT FOR EXAMINING OTHER WING FAYING SURFACES FOR SIMILAR EFFECTS. CORROSION FOUND AS A RESULT OF THIS EXAMINATION WILL BE PROPERLY CLEANED AND TREATED BEFORE DELIVERY.

IN THE COURSE OF CONVERSION, THE FUSELAGE FAYING SURFACES IN MANY AREAS ARE NORMALLY EXPOSED FOR REWORK, PARTICULARLY IN THE SUMP TANK AREA AND THE AFT FUSELAGE. NO SIMILAR CORROSION EFFECTS HAVE BEEN NOTED IN THESE AREAS ON ARTICLE 373 OR PAST CONVERSIONS.

VERY LITTLE CORROSION HAS BEEN ENCOUNTERED WITH THE U-2 OVER THE YEARS, AND, IN NO CASE, HAS THE GREEN OR OTHER SLIME EFFECT BEEN FOUND.

RECORDS OBTAINED FROM DAVIS MONTHAN SHOW THAT ARTICLE 373 WAS

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